1-37. (CANCELED)

38. (NEW) A shifting device for a multi-step transmission, in which at least one gearshift package (53, 54, 55) is allocated to two non-successive gear transmission ratio steps, in which each of the gearshift packages (53, 54, 55) is coupled through and actuated by at least one of sliding selector shafts and gearshift cables with a first gearshift lever (35), a shifting diagram is allocated to the first gearshift lever (35), in which two successive gear transmission ratio steps are positioned essentially opposite each other in a gearshift path, the gear transmission ratio steps selectable within a gearshift path are allocated to different gearshift packages, and the first gearshift lever (35) and the gearshift packages (53, 54, 55) are connected with a conversion device, by means of which an other gearshift lever movement in a first gearshift path results in taking out of a preceding gear (G1, G3, G5, G7) of a first gearshift package (53, 54, 55), a second gearshift lever movement in the first gearshift path results in insertion of a new gear (G2, G4, G6, RG) of a second gearshift package (53, 54, 55), the first gearshift lever (35) is coupled with an axially displaceable shift finger shaft (1) which can be swivelled around a longitudinal axis, the shift finger shaft (1) respectively penetrates an opening of gearshift frames (14, 15, 16, 17) connected with sliding selector shafts (10, 11, 12, 13, 14, 56, 57, 58, 59), at the shift finger shaft (1) at least one shift finger (2, 3, 4, 5, 6, 7, 8) per gear transmission ratio step, or per gearshift frame (14, 15, 16, 17) is arranged, and each of the gearshift frames (14, 15, 16, 17) has at least one recess (9, 9a) in an area of an opening, to which the at least one shift finger (2, 3, 4, 5, 6, 7, 8) is arranged.

39. (NEW) The shifting device according to claim 38, wherein in an axial displacement of the shift finger shaft (1) for selecting the gearshift path, at least one shift finger (2, 3, 4, 5, 6, 7, 8) engages into one recess (9, 9a) of a gearshift frame (14, 15, 16, 17), and in a radial swiveling (19) of the shift finger shaft (1) around the longitudinal axis for one of putting in or taking out of a gear (GR, G1, G2, G3, G4, G5, G6, G7), the at least one shift finger (2, 3, 4, 5, 6, 7, 8) axially shifts the gearshift frame (14, 15, 16, 17).

40. (NEW) The shifting device according to claim 38, wherein one or more of the opening and the outer geometry of the gearshift frame (14, 15, 16, 17) are essentially oval, circular, or rectangular.

41. (NEW) The shifting device according to claim 40, wherein the sliding selector shafts (10, 11, 12, 13, 14, 56, 57, 58, 59) and the gearshift frame (14, 15, 16, 17) are built as a common component, preferably as a metal cutting die.

42. (NEW) The shifting device according to claim 38, wherein one of the sliding selector shafts (10, 11, 12, 13, 14, 56, 57, 58, 59) or the gearshift frame (14, 15, 16, 17) for actuating of the gearshift medium of the gearshift packages (53, 54, 55) are connected with one of gearshift forks, or gearshift rockers, which engage in sliding collars arranged axially displaceable and torsion-resistantly on gearshift shafts.

43. (NEW) The shifting device according to claim 38, wherein two shift fingers are allocated to each gearshift frame (14, 15, 16, 17) on the shift finger shaft (1).

44. (NEW) The shifting device, according to claim 43, wherein the two shift fingers (2, 3, 4, 5, 6, 7, 8), allocated to each of the gearshift frames (14, 15, 16, 17), are positioned at one of a same location on the shift finger shaft (1), or axially behind each other in such a way, that the shift finger (2, 3, 4, 5, 6, 7, 8) point radially into one of a same, or in opposite direction.

45. (NEW) The shifting device, according to claim 38, wherein the gearshift frames (14, 15, 16, 17) with the sliding selector shafts (10, 11, 12, 13, 14, 56, 57, 58, 59) are in the conversion device for actuating a reverse gear (RG), and if needed, a seventh gear (G7), a first and third gear (G1, G3), a fourth and fifth gear (G4, G5), as well as a second and sixth gear (G2, G6), and are situated axially behind each other with respect to the shift finger shaft (1).

46. (NEW) The shifting device according to claim 38, wherein the recesses (9, 9a) are located in the gearshift frames (14, 15, 16, 17), and have a gearshift contour (22, 27) in a shifting direction with an essentially radially aligned stop face, and in an opposite direction an essentially curved engine-to-body-clearance contour (20, 21).

47. (NEW) The shifting device according to claim 38, wherein the shift fingers (2, 3, 4, 5, 6, 7, 8) are built in such a way, that the shift fingers have a gearshift contour (28) in a shifting direction with an essentially radially aligned stop face, and in an opposite direction an essentially curved, or at least beveled engine-to-body-clearance contour (29).

48. (NEW) The shifting device according to claim 38, wherein there are recesses (23) at one or more of the shift fingers (2, 3, 4, 5, 6, 7, 8), and at the sites of the shift finger shaft (1) that correspond with the shift fingers, into which a locking medium (24) engages which releases a shifting action for a gear, while other gears are locked.

49. (NEW) The shifting device according to claim 48, wherein the locking medium (24) is a cam that is positioned at the gearshift frame (14, 15, 16, 17), and points to the shift finger path (1).

50. (NEW) The shifting device according to claim 48, wherein the recesses (23) at one or more of the shift fingers (2, 3, 4, 5, 6, 7, 8), and the shift finger shaft (1) have angular side walls.

51. (NEW) The shifting device according to claim 38, wherein the shifting diagram is assigned to the first gearshift lever (35), and is in the form of an "H", or a multiple "H".

52. (NEW) The shifting device according to claim 38, wherein the at least one shift finger (2, 3, 4, 5, 6, 7, 8) of the shift finger shaft (1) is taken out of an engaging position in the opening of the gearshift frame (14, 15, 16, 17) in an axial displacement (arrow 18), while the at least one other shift finger (2, 3, 4, 5, 6, 7, 8) inserts itself into an opening of another gearshift frame (14, 15, 16, 17).

53. (NEW) The shifting device according to claim 38, wherein a contour of the recess (9, 9a) of the gearshift frame (14, 15, 16, 17) is designed in such a way, that the contour of the recess controls power transmission ratio of the shifting device.

54. (NEW) The shifting device according to claim 38, wherein the shifting device can be actuated manually, or through a power-assisted regulating device.

55. (NEW) The shifting device according to claim 54, wherein the shifting device is designed as a piston-cylinder-set-up.

56. (NEW) The shifting device according to claim 38, wherein each of the at least one shift fingers (2, 3, 4, 5, 6, 7, 8) have different lengths for setting respective gear-specific synchronous paths.

57. (NEW) The shifting device according to claim 38, wherein an axial distance between two gearshift frames (60, 61) is one of at least one shift finger width (84), or three shift finger widths (84).

58. (NEW) The shifting device according to claim 38, wherein a contour (71, 72, 73) of the gearshift frame (68) is designed in such a way, that the gearshift frame allows or generates a movability (74) of the first gearshift lever (35) in a gearshifting gate (36) in a change of the gearshift path, in which the first gearshift lever (35) can be moved mainly diagonally in a selector path (75).

59. (NEW) The shifting device according to claim 38, wherein a contour of an engagement area (82) of the shift finger (81) is created in such a way, that the contour of the engagement area allows or generates a movability (74) of the first gearshift lever (35) in gearshifting gate (36) in a change of the gearshift path, in which the first gearshift lever (35) can be moved mainly diagonally in a selector path (75).

60. (NEW) The shifting device according to claim 38, wherein a width (83) of an engagement area (82) of the shift finger (81) is smaller than a width (84) of the shift finger (81) in an area of a hub, or opening (85).

61. (NEW) The shifting device according to claim 38, wherein the at least one shift fingers (2 to 8, 62, 65, 81) are arranged on the shift finger shaft (1) in such a way, that the shift fingers (2 to 8, 62, 65, 81) do not run perpendicular to the sliding selector shafts (10 to 13, 56 to 59), or gearshift frames (14 to 17, 60, 61, 68) in a neutral position.

62. (NEW) The shifting device according to claim 61, wherein for putting the transmission in a gear by moving the first gearshift lever (35), a respective shift finger (2 to 8, 62, 65, 81) can be swivelled into a position, which is essentially arranged perpendicular to the sliding selector shaft (10 to 13, 56 to 59), or to the gearshift frame (14 to 17, 60, 61, 68).

63. (NEW) The shifting device according to claim 38, wherein the shift finger is provided for actuating the gearshift package, or for putting in or taking out of two gears, and acts together with the gearshift frame (e.g., gear five/six).

64. (NEW) The shifting device according to claim 63, wherein the shift finger acts together with the recess (9) of the gearshift frame for actuating the gearshift package.

65. (NEW) The shifting device according to claim 63, wherein the shift finger is arranged on the shift finger shaft (1) for actuating the gearshift frame in such a way, that

in neutral position, the shift finger essentially runs perpendicular to the sliding selector shaft, or to the gearshift frame.

66. (NEW) The shifting device according to claim 63, wherein for putting the transmission in a gear by using the gearshift lever, the shift finger can be swivelled into a position, which is essentially not perpendicularly located to the sliding selector shaft, or to the gearshift frame.

67. (NEW) The shifting device according to claim 63, wherein four gears can be shifted with two shift fingers.

68. (NEW) The shifting device according to claim 48, wherein the recesses essentially are provided as hubs in circumferential direction on the shift finger shaft, whereby the hubs extend at least over a section of the circumference.

69. (NEW) The shifting device according to claim 58, wherein a course of motion (74) of a gearshift lever (35) can be preset by the geometry of at least one of the gearshift frames and catch stops, so that function of a gate for a manual gearshift lever can be represented by one or more of gearshift frames and catch stops.

70. (NEW) The shifting device according to claim 69, wherein the gearshift lever (35) when changing the gear in the gearshift path to an adjacent gear in another gearshift path, performs an essentially diagonal path in the selector path (75, 79, 80).

71. (NEW) a motor vehicle transmission according to claim 38, wherein the transmission contains a shifting device, having at least one gearshift package (53, 54, 55) is allocated to two non-successive gear transmission ratio steps, in which each of the gearshift packages (53, 54, 55) is coupled through and actuated by at least one of sliding selector shafts and gearshift cables with a first gearshift lever (35), a shifting diagram is allocated to the first gearshift lever (35), in which two successive gear transmission ratio steps are positioned essentially opposite each other in a gearshift path, the gear transmission ratio steps selectable within a gearshift path are allocated to different gearshift packages, and the first gearshift lever (35) and the gearshift packages (53, 54, 55) are connected with a conversion device, by means of which an other gearshift lever movement in a first gearshift path results in taking out of a preceding gear (G1, G3, G5, G7) of a first gearshift package (53, 54, 55), a second gearshift lever movement in the first gearshift path results in insertion of a new gear (G2, G4, G6, RG) of a second gearshift package (53, 54, 55), the first gearshift lever

(35) is coupled with an axially displaceable shift finger shaft (1) which can be swivelled around a longitudinal axis, the shift finger shaft (1) respectively penetrates an opening of gearshift frames (14, 15, 16, 17) connected with sliding selector shafts (10, 11, 12, 13, 14, 56, 57, 58, 59), at the shift finger shaft (1) at least one shift finger (2, 3, 4, 5, 6, 7, 8) per gear transmission ratio step, or per gearshift frame (14, 15, 16, 17) is arranged, and each of the gearshift frames (14, 15, 16, 17) has at least one recess (9, 9a) in an area of an opening, to which the at least one shift finger (2, 3, 4, 5, 6, 7, 8) is arranged.

72. (NEW) The motor vehicle transmission according to claim 71, wherein the transmission exclusively contains loose wheels, whose respectively gearshift packages for the torsion-resistant connection are allocated to one gearshift shaft each.

73. (NEW) The motor vehicle transmission according to claim 71, wherein the transmission is constructed as a double clutch transmission.

74. (NEW) The motor vehicle transmission according to claim 71, wherein the transmission contains a double clutch gearset with only one start clutch (32).